

DEVELOPMENT PLAN

FOR

NEW ROSS TOWN AND ENVIRONS

1986

ADOPTED BY WEXFORD COUNTY COUNCIL

ON

10th MARCH, 1986

ADOPTED BY NEW ROSS URBAN DISTRICT COUNCIL

ON

18th NOVEMBER, 1986

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P A R T O N E

INTRODUCTION, AIMS AND ISSUES

## CHAPTER 1.

### INTRODUCTION:

- 1.1 The Development Plan should contain realistic proposals for the co-ordination of the future provision of public and social services for the guidance and encouragement of private investment. The Plan provides a comprehensive survey of planning policy to ensure the orderly development of the area so that new development is of good quality and takes due account of surrounding properties. Additionally the Development Plan identifies and proposes policies to deal with environmental, physical and social problems in so far as they are amenable to remedy by good planning.
- 1.2 The purpose of planning generally is to guide and direct future development in the interests of the common good. Ideally, implementation of plans should not be confined to restrictions and controls. There should be a positive approach to facilitate development in the right locations, to encourage good design and layout and to ensure that services are available when required.
- 1.3 Planning is a continually changing process where each decision affects others. The Development Plan must be clearly recognised as the vehicle by which development in the area will be positively influenced in the coming years. In addition the situation on the ground is continually changing; there is a need for continuous survey work to ensure that the planning objectives are in line with community needs.
- 1.4 Under the Local Government (Planning & Development) Act, 1963, each Local Planning Authority is obliged to adopt a Development Plan for its administrative area, and is required to review the proposals and objectives of the Plan at least once every five succeeding years.

### THE WRITTEN STATEMENT:

- 1.5 The Written Statement for this Development Plan sets out the future planning strategy, providing for the continued expansion of New Ross Town. Its land use zoning provisions have been extended to include the areas surrounding the Urban Council Area in order to co-ordinate the outward spread of the built-up area. The detailed proposals cover the objectives set out in both Section 19 and the Third Schedule of the 1963 Act.

DEVELOPMENT PLAN:

- 1.6 The Development Plan for New Ross and its surrounding area consists of this Written Statement together with the following maps:-
- (i) Land Use Zoning;
  - (ii) Objectives.
  - (iii) Town Detail Map.
- 1.7 The Development Plan sets out the intentions of New Ross Urban District Council and Wexford County Council as to the manner in which land should be utilised in their respective areas and indicates in detail the objectives for the next five-year period and for the longterm.
- 1.8 In respect of the accompanying maps, certain notations are diagrammatic and do not show precise locations or dimensions; particularly roads. The land Use Zoning Map indicates predominant uses proposed for certain areas; existing uses which do not conform to such proposals will not necessarily be disturbed. In areas not shown by any notation, the existing land uses are intended to remain for the most part, undisturbed.

AREA OF PLAN AND PLANNING AUTHORITIES:

- 1.9 The area of the Plan includes New Ross Urban District, for which New Ross Urban District Council is the Planning Authority and parts of the following townlands for which Wexford County Council is the Planning Authority:

|                    |                  |                    |
|--------------------|------------------|--------------------|
| Marshmeadows (pt.) | Stephensland     | Irishtown (pt.)    |
| Oaklands (pt.)     | Trianglepark     | Castlemoyle (pt.)  |
| Southknock         | Redhouse (pt.)   | Barrettspark       |
| Butlersland (pt.)  | Reddysland (pt.) | Ardross            |
| Chambersland       | Morrissysland    | Mountgarrett (pt.) |
| Hewitsland (pt.)   | Healysland       | Knockavilla (pt.)  |
| Portersland (pt.)  |                  |                    |

As may be appropriate, policies will be pursued by either New Ross Urban District Council or Wexford County Council, or both Planning Authorities, in either the Urban District or County Council area.

Control of development is exercised by each Planning Authority within its own area.

Specific objectives will be executed in either of the two areas by the appropriate Authority.

CHAPTER 2

AIMS AND OBJECTIVES:

AIMS OF THE PLAN:

- 2.1 A. To improve the living environment for the people of New Ross and to secure the conservation of existing amenities contributing to that environment.
- B. To provide a reasoned framework for the future development in the area.
- C. To provide a detailed basis for development control.
- D. To provide an adequate educational, cultural, commercial, industrial and agricultural framework for the area.
- E. To provide for the safe and convenient movement of people and goods.
- F. To bring the significant planning issues in the locality before the public.

PLANNING OBJECTIVES:

- 2.2 Basically the objectives state what the plan is intended to do and have evolved from the major issues and problems previously identified. The Planning Authority has certain objectives in mind in preparing the Development Plan and it is believed that these reflect the wishes of the local community. The validity of the objectives will be ascertained and tested at the next stage of the planning process.

A. EMPLOYMENT:

- (i) To increase the amount of employment available in the locality and promote a wider range of employment types.
- (ii) To ensure that suitable sites are allocated and available for industrial and commercial development.
- (iii) To ensure the improvement of roads and infrastructure within the Plan area.

B. HOUSING:

- (i) To ensure that suitable sites are available for residential development to meet local needs and to provide a choice of housing locations, thereby enhancing the prospects of a wider range of house types and sizes.

(ii) To obtain improvement of existing housing stock where necessary.

(iii) To provide Local Authority housing where necessary.

C. PHYSICAL ENVIRONMENT:

(i) To keep the loss of agricultural land to a minimum by means of planned and economic use of land.

(ii) To conserve areas of high landscape value, ecological and archaeological interest and to ensure adequate protection of the environment.

D. BUILT ENVIRONMENT:

(i) To ensure that adequate provision is made for the conservation and enhancement of important buildings and structures.

(ii) To ensure that development proposals enhance the character of the town and its setting.

(iii) To obtain traffic management measures which are in keeping with the environmental character of the area.

(iv) To provide for convenience and good location of development and harmonious relationship of different uses.

E. SHOPPING:

(i) To protect, strengthen, build up and improve the retail functions of the town centre.

F. TOURISM:

(i) To promote the development of tourism in a manner compatible with the environmental character of the area.

(ii) To encourage forms of tourism which facilitate the greatest economic return to the local community.

G. RECREATION AND COMMUNITY SERVICES:

(i) To ensure that optimum use is made of services and facilities available.

(ii) To obtain improvement and extension of recreational provision and to encourage better management and utilisation of existing facilities.



H. ROADS AND TRAFFIC:

- (i) To ensure a safe and comprehensive road system capable of satisfying the requirements of both vehicular and pedestrian traffic.

## CHAPTER 3

### SURVEY AND DEVELOPMENT ISSUES:

- 3.1 This chapter attempts to outline the basic issues relevant to the future development of New Ross based on previous survey data and information and problems which came to light during the implementation of the 1980 Development Plan. In order to understand the pattern of life in the New Ross, various aspects of life there are studied. The existing situation was reviewed, trends established and projections made. As a result of these studies, objectives for the future were established.

### POPULATION:

- 3.2 The services and amenities offered by New Ross serve a population much larger than the town's alone. In 1981 the population of the Town, i.e. the Urban District plus the Environs was 6,141 persons. This figure represents an increase of 611 persons (+12.8%) in the Urban District, and an increase of 254 (+60.8%) in the Environs, in the inter-censal period 1971 - 1981. This reflects the trends already evident in 1971 whereby new residential development was beginning to take place in the Environs of the town.
- 3.3 The land use requirements of the Development Area are based upon an anticipated increase in population from its present level to approximately 7,5000 in 1991. This is based on natural increase. It excludes any increase in numbers due to people moving into the town area.
- 3.4 In addition to the natural increase in population, we can expect that people will be attracted into New Ross by employment opportunities. The numbers working in agriculture are expected to continue to fall. Alternative employment must be found in manufacturing industries, which will most likely locate in or near towns, where a labour market is available. Notwithstanding the fact that some people will continue to live outside the towns and commute into the urban areas to work, we must allow for migration into the towns.
- 3.5 Thus, it is the purpose of this plan to allocate sufficient land to cater for increase in population over the coming 5 years and beyond. It has to be remembered however that population increase is a function of many factors including job opportunities, disposable income, personal choice, etc.

It is therefore intended to keep under constant review trends in these factors as they relate to the supply of residential land. It is considered, however, that adequate land is already zoned for housing and it is not the purpose of this review to allocate further land for housing on a large scale.

HOUSING:

3.6 The demand for new houses arises as a result of a number of factors. As the population increases, more households are formed. Additional houses are also needed to eliminate overcrowding, replace unfit housing and to offset obsolescence.

3.7 New Ross has a high percentage of older houses. The possible need to replace some of the older houses in New Ross is recognised and will be taken account of in the zoning of land for residential purposes.

3.8 The number of houses built by the Urban District Council over the previous plan period is given in Table 1. below.

Table 1. - Houses built by New Ross Urban District Council since 1980

| YEAR | NUMBER | LOCATION       |
|------|--------|----------------|
| 1981 | 43     | Mt. Carmel     |
| 1982 | 34     | Mt. Carmel     |
| 1983 | 34     | Mt. Carmel     |
| 1984 | 10     | Charleton Hill |

A further 15 houses are currently under construction at Little Michael Street/William Street.

3.9 It is interesting to note that there is an increasing trend for households to improve and extend their existing properties rather than purchase larger new houses as had previously been the case. The main issue therefore will be to ensure that adequate land is available for housing development should projected trends materialise.

EMPLOYMENT:

3.10 Due to the unpredictable economic situation in the early 1980's, it has

become increasingly difficult to forecast accurately future levels of employment or unemployment. The international, national and even regional situations all have a bearing on the future health or otherwise of the economic base and structure of the plan area.

- 3.11 Unemployment has reached unprecedented levels throughout County Wexford over the plan period. The situation in New Ross is set out in Table 2. below.

TABLE 2 - Numbers on Live Register: New Ross

| AREA     | MARCH 1980 | NOV. 1984 | INCREASE   | ESTIMATED WORKFORCE NOV. 1984 |
|----------|------------|-----------|------------|-------------------------------|
| New Ross | 487        | 1428      | 941 (193%) | 19.75 %                       |

Source: Central Statistics Office

These figures refer to the New Ross Employment Exchange Area.

- 3.12 The situation regarding unemployment in the under-25 age group also gives rise for concern as the Table 3.below indicates.

TABLE 3 - Persons under 25 years on Live Register: New Ross

| EXCHANGE | MARCH 1980 | NOVEMBER 1984 | INCREASE 1980-1984 |
|----------|------------|---------------|--------------------|
| New Ross | 116        | 382           | 229 %              |

Source: Central Statistics Office

- 3.13 The performance of the New Ross area with regard to manufacturing employment has been catastrophic over the previous plan period, with a net loss of 310 jobs.

The situation in other Towns is set out, as follows, in Table 4.

TABLE 4 - Manufacturing Industry: Performance 1978 - 1983

| <u>AREA</u>           | <u>NET GAIN OR LOSS</u> |
|-----------------------|-------------------------|
| Wexford .....         | + 400                   |
| Enniscorthy .....     | + 30                    |
| <u>New Ross</u> ..... | - 310                   |
| Gorey .....           | - 40                    |
|                       | Total = + 80            |

Source: Industrial Development Authority

3.14 County Wexford has the lowest manufacturing base in the South-East Region. The following Table 5. shows the percentage of the population (1981 Census) employed in the Manufacturing Sector in each County in the Region from the 1982 Industrial Employment Survey:-

TABLE 5 - Population in Manufacturing Industry: South East Region-

| County              | Percentage of Population employed in Manufacturing Sector - 31st December, 1982 |
|---------------------|---|
| Carlow .....        | 10.9 %  |
| Kilkenny .....      | 7.3 %   |
| Tipperary S.R. .... | 6.2 %   |
| Waterford .....     | 10.4 %  |
| Wexford .....       | 5.1 %   |

Source: Industrial Employment Survey

3.15 There is an urgent need for the County's industrial base and level of industrial employment to be significantly increased to bring it into line with other Counties in the South-East Region. Serious account must be taken of County Wexford's pressing needs in this fundamental problem. The County clearly merits priority in new job creation in the industrial sector within the South-East Region.

3.16 Employment in the agricultural sector was formerly a strong feature of the County's economy. The continuous decline in this sector has had a devastating effect on employment levels and the general economy.

- 3.17 Over the past five years all Local Authorities in the County have played a positive role in the promotion of development through land acquisition/development for industrial purposes, improvement of water supplies and sewerage services, major roadworks, housing development, amenity works and other services. The I.D.A. has made major investment in the area in land acquisition and development and in advance factory construction.
- 3.18 Despite these initiatives, little success has been achieved in the attraction or establishment of new industrial projects. This clearly emphasises the need for a higher priority to be given to the promotion of the County for new industrial growth and investment.
- 3.19 In summary the New Ross area has had a serious loss in net industrial employment over the past five years. However, this situation is compounded to a great degree by the very high level of unemployment due to job losses in the services and other sectors.

#### THE BUILT ENVIRONMENT

- 3.20 History has been the basis for establishing what is today the Town's unique and intrinsic character. The quality of its townscape is made up of several elements:-

The quays and bridge;  
 The Church Spires;  
 The narrow winding streets and steep inclines;  
 The squares;  
 The simple facades of buildings, which form frontages to the streets and open spaces;  
 Old Town Wall and other historic structures.

- 3.21 The character of the townscape has been improved by the upgrading of the N25 along the Quays and by the opening of part of the Relief Road. This has removed through traffic from the main shopping streets and town centre area. Some off street car parking has been provided, some commercial redevelopment of the Quays has enhanced the riverside townscape.

#### RECREATION/AMENITY:

- 3.22 There are 12 acres (4.8 hectares) owned by the G.A.A. and Rugby Clubs. Other clubs have playing fields on lease or by agreement with the landowners. There is a 9-hole golf course at Tinneraney, a mile to the west of Rosbercon. All these facilities are used by a large hinterland population as well as the town's population.

- 3.23 A public park of 9 acres (3.6 hectares) (Pearse Park) has been developed by the U.D.C. This contains tennis courts, children's playground, bandstand, walks and trees. Further development includes the construction of an all-weather athletic track and other facilities.
- 3.24 Playing pitches are attached to the C.B.S. and Good Counsel Schools. It would be possible to maximise the use of these by agreements being reached between the School Authorities and interested bodies. In addition to this, private clubs will continue to provide playing fields for their members.

#### EDUCATION:

- 3.25 There are five Primary Schools in the Town, the three largest being the Michael St. National School, and the C.B.S. and St. Canice's in Rosbercon. Account must be taken of the numbers of houses built since 1980 in the plan area, which will generate demand for school places.
- 3.26 There are five Post Primary Schools serving the Town - The Holy Faith Convent, Rosbercon; Scoil Mhuire, Irishtown; Good Counsel Secondary School, Reddysland; C.B.S. and the Vocational School at Stephensland. The recent expansion and rationalization of these facilities suggest that they are sufficient to cater for the projected pupil population during the plan period.

#### SHOPPING:

- 3.27 The proximity of New Ross to Waterford City means that its importance as a sub-regional shopping centre is restricted. It has an important function as a local shopping and service centre for the greater part of the South-Western part of County Wexford, and a small area of Co. Kilkenny.
- 3.28 There are approximately 150 retail outlets in the town centre, retailing a wide range of goods. The shopping provision includes food, chemists, hardware, books, clothing, jewellery, furniture, durable household goods, and some specialist services. During the previous plan period the character and commercial base of the town centre has been strengthened by the provision of new shops and refurbishment of old premises.
- 3.29 It is difficult to estimate the future retail needs, in terms of square feet, of 7,500 people. The spending patterns of the population have changed, and will change in the future. The size and distribution of retail outlets is expected to continue to change also. The future traffic and parking patterns due to the construction of the Relief Road will also have a bearing.

- 3.30 The main issue regarding shopping will be to continue to encourage and promote town centre development as it has many side effects particularly regeneration and environmental improvement.

#### COMMUNITY FACILITIES:

- 3.31 In addition to its wide range of retail, commercial and professional establishments, New Ross has a Hospital, a number of Residential Homes for the elderly, a Rehabilitation Workshop, and Health Clinic.

Other facilities include a Cinema, Theatre, Private Clubs, a Community Centre for the elderly, Youth Clubs, Tennis, Boat Club and Badminton Club, as well as the Golf Club and the Swimming Pool.

#### PUBLIC SERVICES:

- 3.32 The situation with regard to water supply and public sewerage in the development area of New Ross is now critical. There are a number of schemes which are considered necessary to service the development which has taken place to the east, and to enable development of Rosbercon.

These schemes include the new interceptor sewer from Irishtown to the outfall; the expansion of water treatment works at Castlemoyle; the improvements to the sewerage system at Rosbercon; the acquisition of a site for the proposed sewerage treatment plant at Marshmeadows; the provision of a gravity water main from Dranagh to Pollmounty; and the improvements to the water distributor at Rosbercon.

- 3.33 During the plan period the major expansion of the Town will continue to be concentrated on the east and north sides of the Town, and large scale development of Rosbercon will be premature until the necessary infra-structural improvements have been carried out.

#### TOURISM AND AMENITY:

- 3.34 The town of New Ross is characterised by a close-knit form and hilly nature. There are many vantage points from which the physical form of the town, and its setting can be appreciated. Throughout the town there are attractive views and glimpses of the river Barrow, of the new rooftops below, and interesting streetscapes. Natural amenities combine with the form of the town in making it a most pleasing place.

- 3.35 The most obvious natural amenity is the Barrow River and Valley. While this area can be used for recreation purposes, it will be conserved and special care is required in dealing with the development of this resource.



3.36 The town is an important centre for based tourism. The natural amenities are one element of its attractiveness. The services offered in the town, such as accommodation and entertainment are another. River cruising takes place from the upstream tidal limits from St. Mullins on the Barrow and Inistioge on the Nore down to Cheekpoint and Waterford City on the Suir. The town lies within close proximity of the Blackstairs Mountains and the John F. Kennedy Forest Park. It is within easy reach of scenic driving areas and sandy beaches. There is great potential for the development of water-borne activities at New Ross.

3.37 The position of New Ross at the gateway to Munster and its function as a port and market town down through the centuries has potential for development as a heritage and historical centre in the area.

#### TRAFFIC AND TRANSPORTATION:

3.38 The narrow streets and steep inclines of the streets running east from the Main Street contribute to the traffic circulation problems in New Ross. The improvement of the N25 along the Quays and the development of the Relief Road have both contributed to the removal of heavy through traffic from the town centre area (Henry Street and South Street). Traffic proposals will seek to further improve the situation by relieving the congestion still experienced at Bridge Street, North Street, John Street and Quay Street.

3.39 There are two main elements in traffic circulation - traffic passing through the town and traffic moving within the town. If we consider the traffic passing through the town first, we see that all the through traffic using New Ross as the gateway to Munster has only one bridge on which it can cross the river. This through traffic is heavy commercial and container traffic as well as that of a tourist nature. The construction of either a high level bridge or one with an opening span linking Marshmeadows with Raheen in County Kilkenny would provide for a large measure of the through traffic and render the town centre area a more attractive place.

The problems caused by through traffic from Enniscorthy to Waterford could be eased either by the provision of a bridge on the site of the old bridge or by the utilisation of the railway viaduct at Mountgarrett.

3.40 The circulation within the town is hampered by the restrictive topography. The gradients of some of the streets exceed 12 % in places. The new bridges mentioned in the previous paragraph would assist circulation from Rosbercon. The implementation of traffic management measures in the form of traffic lights or controlled parking proposals would ease congestion and assist in traffic flow.

- 3.41 New Ross has the highest rate of car ownership in County Wexford and indeed has a rate of 5% above the National average. This volume of cars in the town reduces the capacity of the existing streets to be used as distribution roads. The links between the new residential areas and the town centre need to be improved. Pedestrian links utilising existing lanes can be improved.
- 3.42 At present there are approximately 500 derbyside car parking spaces in the town centre. There are an additional 350 off-street parking spaces. Street parking is at saturation level for most of the business day and short term parking areas have been observed as being illegally occupied for long periods, thus severely restricting the traffic capacities of the most important streets.
- 3.43 When an estimate is made of future parking requirements based on present and projected travel patterns, and on the area occupied by business premises, a total of 750 car parking spaces will be needed by the end of the plan period in addition to the existing car parking spaces already available.
- The rigid enforcement of on-street parking regulations, including the towing away to compounds of illegally parked vehicles may be necessary to maintain the business and commercial viability of the town centre, coupled with greater usage of off-street car parks by longterm parkers.

P A R T   T W O

D E V E L O P M E N T   P O L I C Y

## CHAPTER 4

### DEVELOPMENT POLICY

#### INTRODUCTION:

- 4.1 The Planning Authority is concerned to develop the concept of community at all levels within the Plan Area, to allow for the fuller expression of local needs and aspirations; to promote self reliance at community level in many social and recreational fields and to facilitate the sense of community identity throughout the Plan Area. It is policy to facilitate the growth of community self expression by giving advice to group organisations on the location and design of community facilities. Whilst social policy cannot be implemented by the formal planning process, it is the policy of the Planning Authority that the Development Plan will operate in its policy, objectives and development control decisions, to facilitate, where possible, the attainment of community goals.
- 4.2 The New Ross Development Plan is a technical document but its overall objective is a social one. Its purpose is to assist in providing a good physical environment for all the people of New Ross and to maintain the town as a pleasant place in which to live, work and play.
- 4.3 Further developmental change is expected over the 5 year period to 1989 and beyond. Pressures for change generally have two main sources; when redevelopment is required in areas where the physical fabric is decayed, and when commercial interests are in competition to establish the most profitable use of land. Where these pressures coincide, then development can proceed, subject to normal development control considerations. Frequently they do not coincide and pressures for private commercial developments occur in areas where no physical change is required whilst rundown areas are largely ignored. This is a major problem in dealing with the renewal of urban structure, and the policy of the Planning Authority is to encourage the development in areas requiring redevelopment. This will be achieved through the implementation of appropriate land use zoning, density provisions and specific objectives.
- 4.4 The major pressures for development comprise the development needs of expanding population and embrace housing, work places and social and recreational facilities. Urban structure policy must attempt to cater for these pressures and the transportation links which interconnect these various activities.

#### DEVELOPMENT AREA:

- 4.5 The area within which it is anticipated that the town will grow is shown on the accompanying maps. The built up nature of the town means that future development will take place outside the U.D.C. boundary. It is most feasible to develop the area to the west of the town. The relative ease of main drainage, the absence of expansive rock outcrops, consideration of traffic flows, the availability of suitable building land and the concentration of community and recreational services on the west side of the town make this so.

- 4.6 In the short term, main drainage will be provided for the western area. The eastern area of the town will also be developed. In the short term the spare capacity of the existing services in the eastern area will be availed of. In the long term a main drainage scheme will be prepared for this area also.

RESIDENTIAL DEVELOPMENT:

- 4.7 The policy of the Planning Authority with regard to residential development is that it will be facilitated where services are available. It is the policy of the Planning Authority that residential development take place in depth, to obtain the most economic use of land and services. Incompatible uses will not be permitted in residential areas. The zoning objectives section of the plan sets out this in detail.
- 4.8 Where it is in the interests of the proper planning and development of the area, and having regard to public health requirements, consideration will be given to proposals for minor developments on a phased basis, which would ultimately be consistent with an overall plan. Such developments would have to comply with the objectives and design requirements of this plan, having particular regard to the eventual density and use of the land, on completion of the overall plan. Proposals for private sewage treatment and disposal will only be considered as an interim measure. Acceptance of such proposals will be dependent on public health considerations and proper design by qualified and competent persons. Connection to the public sewerage system will be required when this becomes available in the area.
- 4.9 It is the policy of the Planning Authority that residential developments shall be suitably located and that they shall provide a satisfactory, safe and visually pleasing environment for residents and for the community in general; that all such developments are sited so as to be capable of being economically and adequately catered for by the infrastructure provided by the Local Authority for the servicing of the Plan Area.
- 4.10 In addition to facilitating the provision of the necessary new dwellings in the Plan Area, it is the policy of the Planning Authority to encourage the retention and improvement, where possible, of the existing housing stock within the Plan Area and to improve residential amenities by initiating environmental improvement schemes, by excluding non-compatible uses from residential areas and by relating non-residential developments in the area to the needs of that area.

4.11 It is the policy of the Planning Authority to normally restrain the change of use from a habitable dwelling to any other use in any part of the Plan Area. In this regard it is also the policy of the Planning Authority to discourage the loss of habitable dwellings through neglect.

4.11 It is the policy of the Planning Authority to consider the change of use from a habitable dwelling to any other use in any part of the Plan Area. In this regard, it is also the policy of the Planning Authority to discourage the loss of habitable dwellings through neglect.

4.12 It is the policy of the Planning Authority to provide housing and to require a residential element in development proposals where consistent with the proper planning and development of the area. The Planning Authority will acquire lands and build houses to meet the demands under the Housing Acts.

4.13 It is the policy of the Planning Authority to prohibit the use of Mobile Homes and Temporary Dwellings in the Development Area. Such development will not normally be permitted.

4.14 It is intended that in-depth residential development should take place on the most economically serviced land in order to maximise the benefit from investment of public funds. While it is intended to develop, where practicable, backland areas within the urban area, the concentration of future development will be on the eastern side of the town as this infrastructure will have capacity for development within the plan period, providing that the Interceptor Sewer planned in the New Ross Preliminary Main Drainage Report, is implemented. Development in the Rosbercon area will be dependent on the provision of improved water and sewerage facilities in this area, \* and is considered to be more long term, owing to the immediate need for the Interceptor Sewer to cater for existing and proposed development.\* It is the intention of the Planning Authority to carefully monitor the population and housing trends over the coming 5 years so as to be aware of any unexpected patterns emerging.

(\*.....\* - as included by Wexford County Council, but omitted by New Ross U.D.C.)

4.15 The Planning Authority also intends to pursue its policy of encouraging people to live within the Town Centre Area by revitalising its residential character and the use of upper floors for residential purposes. Buildings are being converted into flats without planning permission since the coming into effect of the Local Government (Planning and Development) Acts, 1963 to 1983. Some of these premises are sub-standard in accommodation, facilities, services and materials of construction, and may lack suitable means of escape in the event of fire.

It is the policy of the Planning Authority to carry out a survey of all flats and take appropriate action under:

- (a) The Fire Services Act, 1981, if the buildings are potentially dangerous buildings, and/or
- (b) The Local Government (Planning and Development) Acts 1963 to 1983.

4.16 It is finally intended to allocate publicly owned land for the provision of private housing sites for sale at an economic and realistic cost, in addition to sites for community facilities or other special needs.

PARKING PROVISION AND CONTROL:

4.17 The Planning Authority intends, in its provision of car parks and in its control of on-street parking and its encouragement of private off-street car parking, to provide for short term parking requirements and to control the quantity and distribution of long term facilities particularly in the Central Area.

4.18 It is also intended to provide parking facilities for disabled persons within the town centre area as conveniently as possible to commercial areas.

PUBLIC TRANSPORT:

4.19 The Planning Authority will co-operate with C.I.E and any other relevant bodies in the improvement of the public transport system as and when necessary.

CONSERVATION:

- 4.20 It is the policy of the Development Plan to preserve and improve the inherent artistic, architectural and historical character of the town, the quality of its townscape and environment by:-
- (i) Conserving the narrow street and lane network recognising their importance as pedestrian routes;
  - (ii) Conserving frontages to urban open spaces and squares, to maintain their "enclosure" restricting car parking and restoring amenity qualities;
  - (iii) Conserving generally buildings and structures of artistic, historical or architectural character, including feature details, and encouraging new uses, e.g. natural stone warehouses, slate-walled buildings, splayed-back corners on buildings, traditional shadow-stone paintwork;
  - (iv) Positively and actively encouraging re-development and renewal of derelict and obsolete sites and street infill in a manner sympathetic with and complementary to neighbouring structures, maintaining building and height lines and conformity with fascia level and fenestration.
  - (v) Conserving the setting and vistas of the town's major artistic, historical or architectural features, new developments to be sympathetic and complementary in character.
  - (vi) Ensuring that new developments reflect the highest standards of design and layout.
  - (vii) Encouraging shop fronts and advertising signs, where permitted in the Town Centre, to reflect traditional styles in sympathy with the character

and quality of the main shopping streets.

- (viii) Encouraging ground floor uses and conversions, of Town Centre streets to be in keeping with and not incongruous with the upper levels of buildings.

#### TOWN CENTRE FACILITIES:

- 4.21 The Urban District Council intend to facilitate the consolidation, expansion and re-development of the Town Centre Area to serve its large hinterland population and to act as a Regional Centre, having special regard to:-
- (i) Maintaining its unique historical and architectural character with its narrow street network, where practicable.
  - (ii) Providing for the revitalisation and intensification of commercial activity and improving social and community facilities, while also maintaining and revitalising its residential character through use of upper floors.
  - (iii) Creating a more pleasant environment for pedestrians.
  - (iv) Relieving traffic congestion, improving the free flow of traffic and providing additional car parking facilities.
  - (v) Actively encouraging the development of backland areas.

#### TOWN CENTRE AMENITY:

- 4.22 Within the Town Centre the Urban District Council intend to improve amenity generally. This will include the introduction of traffic management regulations, the provision of greenery (tree, shrub, and flower planting), and other street furniture, e.g. seating and litter bins. Some schemes are already completed or in progress. Others will be identified during the plan period.
- 4.23 Street-scape and other views shall be conserved, and particular regard should be had to the amenity development of settings and vistas of the buildings of artistic, historical or architectural interest.

#### SHOPPING:

- 4.24 The future distribution of shopping in the New Ross Area will be significantly affected by the present location, extent and range of shopping facilities, the growth in car ownership and changing shopping habits. In preparing its policy on shopping, the Planning Authority is aware that it is not a function of planning either to reduce or encourage competition amongst traders. Nevertheless, the social considerations of shopping, its role as a focal point at town and



district level, around which other facilities are provided, oblige the Planning authority to consider fully the effects of new shopping development on existing facilities.

TOWN CENTRE:

- 4.25 The Town Centre Shopping Area constitutes the dominant shopping focus for New Ross, its Environs and a large rural area. It is the policy of the Planning Authority to facilitate improved access to the central shopping area. The improvement of pedestrian facilities forms a part of the Planning Authority's policy to improve the general amenities of the Town Centre.

NEIGHBOURHOOD CENTRE:

- 4.26 In order to serve the local needs of the expanded population, it is the policy of the Planning Authority to develop a neighbourhood centre at Chambersland in the development area. Convenience goods shops, which will serve only neighbourhood needs will be located here. Services such as a Church/Community hall, a sub post office, and a primary school will, when located here, be in a central and safe position to serve local needs.
- 4.27 The Planning Authority recognises the value of the local late opening convenience shops, particularly in residential areas, in providing a service to the community. These small "corner shops" will be open to consideration in areas not already served by such convenience shops. Further details with regard to this type of facility are set out in Part Three of the Plan relating to Development Control.
- 4.28 In general it is the policy of the Planning Authority to facilitate the community by the provision of shopping, while taking account of zoning requirements.

SUBURBAN SHOPPING:

- 4.29 It is the policy of the Planning Authority to discourage out-of-town shopping development, in particular large scale retail Shopping Development. This is because of the adverse effects which such development may have on existing communities and their shopping outlets, including effects on the variety and convenience of local shopping and in consequence on the social fabric and quality of life in urban areas. In addition such development may aggravate the problem of maintaining viable central urban areas and of promoting necessary

urban renewal and the use of existing capacity in urban infrastructure. This policy is in line with National Policy as set out in S.I. No. 264 of 1982. New shopping developments in the Neighbourhood Centre will of course be encouraged.

RECREATIONAL AMENITIES AND OPEN SPACE:

- 4.30 Public open space will be retained for that purpose and it is intended that additional open space will be provided by acquisition and by agreement in respect of dual use, particularly in areas deficient in this respect. It is the policy to maintain and improve pedestrian access to existing and proposed recreation and amenity open space. As part of an open space system the policy would be to develop incidental open spaces as links in an overall network. Open spaces in private ownership, used for recreational purposes are a positive element affecting the amenities of their surrounding areas. It is intended that they be retained as far as possible for recreational purposes.
- 4.31 In the more densely developed residential areas where it is not at present feasible to create large recreational open spaces, it will be Planning Authority policy to provide small black-top or paved spaces for intensive use. In particular, it will be policy to provide, subject to consultation with local representatives and developers, play-lots in developments where there are large numbers of children. The Planning Authority will also encourage the provision of community and recreational buildings.
- 4.32 The Planning Authority will continue to carry out its present policy of maintaining and improving open spaces in its ownership, subject to the overall demands made upon its financial resources, and the needs of the community for other priority services.
- 4.33 It is the policy of the Planning Authority that portions of open space will be developed as play grounds or recreational areas. In addition, it will be policy to require small black top or paved areas in future housing schemes.
- 4.34 The Planning Authority will rely to a large extent on private clubs to fulfil active recreation needs by providing recreational facilities and playing fields.
- 4.35 The Planning Authority will foster the development of the natural amenities of the area.

EMPLOYMENT:

- 4.36 Fundamentally, in its present role, statutory land use planning can both make land available to employment users through its zoning function and for other uses which will help direct employment uses either at first hand, such as roads

and infrastructure or at one remove like houses or workers. However, it must be realised that neither of these measures can induce employment where circumstances are not suitable. This is an important consideration which must be borne in mind in the light of the serious unemployment situation as set out earlier and recent trends and forecasts at the National Level.

- 4.37 Notwithstanding the above, the need to expand the industrial function of New Ross is vital to the achievement of the objectives of the Development Plan, not only in realising the town's full potential, but also to serve the needs of its hinterland. The Local Authorities intend to encourage and facilitate the expansion of existing industry along the lines set out in the above paragraph, and also to improve and foster, as far as possible, good industrial relations in the area.
- 4.38 There is at present sufficient spare capacity in land terms to meet employment needs over the next five years. Nevertheless, the situation will be closely monitored and additional land will be made available should the need arise.
- 4.39 The Planning Authorities will continue to co-operate with the I.D.A. in developing zoned sites, in particular the Butlersland site, and in the attraction of a suitable project to the advance factory.
- 4.40 It will also be the policy of the Local Authorities to encourage the provision of small workshop/cluster facilities for service industries within the industrial area or at other suitable locations to facilitate the expansion of existing firms and the creation of new projects at an economic cost.

#### TRANSPORTATION/TRAFFIC:

- 4.41 In pursuance of the Basic Aims and Objectives of the Development Plan in relation to traffic and to facilitate the future growth of the town, it is essential to improve and extend the urban street and road network, and to establish a road system designed to serve the projected land use pattern. The policy of the Planning Authority is to accommodate traffic growth to the extent of maintaining the safe and pleasant environment of New Ross. It is the policy of the Planning Authority to provide for improvement of traffic circulation within the town centre area by investigation of a number of alternatives, including extension of the North Quay Road, and/or provision of an additional river crossing. The completion of the Relief Road will ease problems of traffic flow and parking within the town centre. It is the policy of the Planning Authority to improve existing roads and construct new ones, as necessary.
- 4.42 Where practicable, it is proposed to provide pedestrian ways (independent from vehicle routes) to link residential areas and, particularly, the local neighbourhood centre; and to preserve established rights-of-way.

- 4.43 The construction of the new Relief Road will have a major impact on the traffic situation in the Town by alleviating much of the congestion in the Town Centre area, and it is considered that the environment of the Town will much improved both for pedestrians, traders and motorists alike.

TOURISM:

- 4.44 It is the policy of the Local Authorities to develop the natural and man-made amenities of the town and its surrounding area, to improve its attractiveness not only for the benefit of the townspeople but also for visitors and tourists, and to encourage and facilitate the development of the tourist industry by interested bodies. It is intended that special emphasis **should** be given to the development of the river for amenity and recreation purposes.
- 4.45 It is the policy of the Local Authorities to foster the development of New Ross as a tourist centre. This includes catering for touring holidays and based holidays. New Ross does not have a site for camping holiday groups and the Planning Authority will co-operate with interested bodies in developing this and the many other facilities required by the tourism industry.

PUBLIC SERVICES:

- 4.46 It is the policy of the Local Authorities to pursue an objective of extending and/or improving the water supply and sewerage services. Priorities are the construction of an interceptor sewer from Irishtown to the outfall, the expansion of the Castlemoyle Water Treatment Plant, acquisition of land for the sewerage treatment system at Marshmeadows, and improvements to water supply and sewerage system in Rosbercon.

OBSOLESCENCE AND BLIGHT:

- 4.47 It is the policy of the Planning Authority to clear and redevelop areas of obsolescence and blight.

SECURING OBJECTIVES AND REVIEW OF PLAN:

- 4.48 The Planning Authority will take such steps as may be necessary to secure the policies and objectives of this plan and will safeguard the lands required for medium and long term objectives. The Plan will be reviewed from time to time as occasion may require and at least once every five years.

P A R T   T H R E E

DEVELOPMENT CONTROL

## CHAPTER 5

### DEVELOPMENT CONTROL

#### INTRODUCTION:

- 5.1 The Planning Authority is required to control development by ensuring that permissions granted under the Act are consistent with the policies and objectives of the Development Plan. This part of the Development Plan Review is concerned with the standards which will be applied to development proposals.
- 5.2 It takes account of the review of the policy statement and new circumstances relating to the control of use and the protection and improvement of the environment generally. Provision is made for a range of prescribed standards applicable in particular circumstances where proposed development is otherwise consistent with proper planning and development and the preservation and improvement of amenities.
- 5.3 The Local Government (Planning & Development) Act, 1963, requires (Section 26) that the Planning Authority, in considering applications for permission to carry out development, shall be restricted to considering the proper planning and development of the area of the Planning Authority (including the preservation and improvement of the amenities thereof), regard being had to the provisions of the Development Plan. There is also provision for the imposition of conditions on permissions granted.
- 5.4 It is clear that matters other than the specific provision of the Development Plan must be considered in dealing with applications for permission to carry out development or in deciding on the serving of an Enforcement Notice against unauthorised development. The Planning policies adopted by the Planning Authority in respect of the various areas of the Plan Area shall be the main basis of assessment of proper planning and development.

#### DEVELOPMENT:

- 5.5. Development as defined in Section 3 of the Local Government (Planning & Development) Act, 1963, constitutes the carrying out of any works on, in or under land or in the making of any material change in the use of any structures or other land.

#### LOCAL GOVERNMENT (PLANNING & DEVELOPMENT) REGULATIONS, 1977:

- 5.6 Planning Permission must be obtained in respect of any development of land which does not constitute "Exempted Development" under the Local Government

(Planning & Development) Regulations, 1977, (as amended). Exempt development is listed in the Third Schedule of the Regulations, but this exemption is restricted by Article 11 of the Regulations, and there are a considerable number of factors which must be taken into account in assessing where or not planning permission is required. An applicant should consult the Planning Authority before proceeding with development. Subject to these restrictions, exempted development can include extensions to houses, small scale agricultural buildings, and other minor development.

5.7 DEMOLITION

The demolition of any habitable house is not exempt development. The demolition of any building or structure listed for preservation in this development plan for reasons of artistic, architectural, or historic interest is not exempted development. Such development requires planning permission.

5.8 An applicant is advised to consult with the Planning Authority in order to determine where the proposed development is "Exempted Development", or requires a Grant of Permission. The applicant will also be advised as to the correct details required for a planning application.

5.9 INTEREST IN PROPERTY:

An applicant for planning permission must show at least a prima facie legal interest in the property, sufficient to enable him to carry out the proposed development.

5.10 PURCHASE OF LAND (AND PROPERTY) FOR PRIVATE DEVELOPMENT:

Persons proposing to seek permission for development should bear in mind that, in addition to the specific controls referred to in the Development Plan, all development will be regulated by the Planning Authority through the use of its general powers of control, and that no development which is not exempted development may be carried out, without the prior permission of the Planning Authority.

- 5.11 The public is advised that land should not be acquired, with a view to development, unless Outline Permission, at least, has been obtained in respect of the land in question, or alternatively, unless the purchaser is safeguarded by the terms of the sale, i.e. unless the latter is made contingent upon Planning Permission being forthcoming for the intended development. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.
- 5.12 In preparing plans for development intending applicants should ensure that the design complies with the recognised fire safety standards. In the case of buildings to which the public will have access, as well as flats or institutions, the requirements of the Chief Fire Officer should be ascertained at an early stage.

SUB-DIVISION:

- 5.13 In accordance with Section 3 of the Local Government (Planning & Development) Act, 1963, the use as two or more dwellings of any structure previously used as a single dwelling involves a material change in the use of the structure, and is deemed to be development requiring permission under Section 24 of the said Act.

THE LOCAL GOVERNMENT (WATER POLLUTION) ACT, 1977

- 5.14 This Act requires that a Licence be obtained from the Local Authority in respect of discharge of any trade or non-domestic effluent to a public sewer, and discharge of any effluent to a water course. An applicant is advised, that where relevant, this Act should be considered in conjunction with the planning application, as respective requirements may be related.

COMPLIANCE WITH PERMISSIONS GRANTED AND ENFORCEMENT:

- 5.15 Development must be carried out and completed in accordance with permissions granted. In cases where development (including a material change of use), has commenced or is being carried out without planning permission or in breach of a permission, it shall, if the Planning Authority deems it expedient to do so, be the subject of legal proceedings. The latter may require removal, modification or completion of the development or termination of the use as necessary to conform with the proper planning and development of the area.



NON-CONFORMING USES:

- 5.16 Many uses exist in locations where they do not conform with the designated use zoning objectives set out in Paragraph 5.18 and following. All such cases, where legally established, shall not be subject to proceedings under the Act in respect of the continuing use. When extensions to or improvements of premises accommodating these uses are proposed, each shall be considered on its merits and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and generally complies with the particular use zoning objectives and does not prejudice the proper planning and development of the area.

DEVELOPMENT STANDARDS:

- 5.17 In assessing whether a proposed development is in accordance with the proper planning and development of the area, it is necessary, apart from the wider policy issues and objectives, to relate it to a series of more specific and detailed planning principles, standards and regulations as are proposed for in the Act. These are set out under the following headings:-

- (a) Land Use Zoning Objectives.
- (b) Site Development Standards.
- (c) Residential Development and Design Standards.
- (d) Design Considerations.
- (e) Parking, Loading and Traffic.

LAND USE ZONING OBJECTIVES:

- 5.18 The purpose of land use zoning is to indicate the planning control objectives of the Planning Authority for all lands in its administrative area. Five such planning objectives are used in the Development Plan to reflect the policies of the Planning Authority in different areas of the Plan Area. Zoning seeks to show the extent to which the natural segregation of land uses can be idealised, so that future disharmony can be avoided, through the normal channels of planning control and existing disharmony eliminated, whenever opportunity may present itself. In regard to time, therefore, no limit can be put to the period within which any zoning objective can be achieved. Consequently, in areas where re-development is envisaged the ultimate desirable use is indicated.
- 5.19 The following are the zoning objectives:-
- A. To protect and/or improve residential amenities.
  - B. To provide for and improve town centre facilities.

- C. To provide for industrial and related uses.
- D. To provide for consideration of uses covered by Zones A, B, and C.
- E. To preserve and/or extend recreational amenities, including open space.

5.20 The acceptability of certain uses in particular zones is self-evident as is the unacceptability of other uses. Over a wide range of uses, the degree of acceptability can only be judged on the basis of specific applications where the nature, scale, intensity, ancillary effects and demands of the proposed use can be studied. The Land Use Zoning Objectives are shown on Map No. 1.

5.21 Table 6 sets out in Matrix Form the acceptability or unacceptability of various uses for each of the use zoning objectives. Further clarifications for ease of reference are set out in Appendix 1.

#### "OPEN FOR CONSIDERATION"

5.22 Uses shown as "Open for Consideration" are not acceptable in principle and it is important to note that these proposed uses will be individually assessed on their merits. It is only in particular cases where the Planning Authority is satisfied that the uses would not conflict with the general objectives for the zone and could be permitted without undesirable consequences for the permitted uses that they could be allowed. Then, subject to compliance with zoning objectives and other control criteria, they may in special circumstances be permitted where the Planning Authority considers that they would not be inconsistent with the proper planning and development of the area, regard being had to the provisions of the Development Plan Review.

#### SITE DEVELOPMENT STANDARDS

5.23 Density is a measure of the relationship between buildings and persons and their surrounding space. For the purposes of the Development Plan, site and net residential density are the relevant measures.

5.24 A high quality of layout and architectural design is possible over a wide range of densities. Very low densities in an urban area can result in a wasteful use of land and an inefficient use of energy resources. Over-development of sites can adversely affect the amenities of adjoining properties and areas, generate more traffic than the road network can accommodate, reduce private open space on the site concerned and raise problems with regard to the provision of adequate sunlight and daylight, air and ventilation in the development itself and in adjoining buildings.

5.25 For the purposes of development control procedure and to provide guidance for the general public, site coverage and residential density standards are

TABLE 6 - LAND USE ZONING MATRIX

| Number | USE CLASS   | ZONING OBJECTIVES     |                        |                                 |                             |                                     |
|--------|---|-----------------------|------------------------|---------------------------------|-----------------------------|-------------------------------------|
|        |   | Residential Amenities | Town Centre Facilities | Neighbourhood Centre Facilities | Industrial and Related Uses | Recreational Amenity and Open Space |
| 1.     | Residential, Private Garages                              | Yes                   | Yes                    | *                               | No                          | No                                  |
| 2.     | Open Space  | Yes                   | Yes                    | Yes                             | *                           | Yes                                 |
| 3.     | Public Service Installations                              | Yes                   | Yes                    | Yes                             | Yes                         | *                                   |
| 4.     | Education   | Yes                   | Yes                    | Yes                             | *                           | No                                  |
| 5.     | Places of Public Worship                                  | Yes                   | Yes                    | Yes                             | No                          | No                                  |
| 6.     | Residential Institutions                                  | Yes                   | Yes                    | No                              | No                          | No                                  |
| 7.     | Medical and Related Consultants, Health Centres (Clinics) | *                     | Yes                    | Yes                             | No                          | No                                  |
| 8.     | Nursing Homes   | *                     | Yes                    | *                               | No                          | No                                  |
| 9.     | Hospitals   | *                     | Yes                    | No                              | No                          | No                                  |
| 10.    | Community Halls   | *                     | Yes                    | Yes                             | No                          | *                                   |
| 11.    | Sports Clubs, Recreational Buildings                      | *                     | Yes                    | Yes                             | *                           | *                                   |
| 12.    | Cultural Uses, Clubs (Private)                            | *                     | Yes                    | Yes                             | *                           | No                                  |
| 13.    | Guest Houses  | *                     | Yes                    | No                              | No                          | No                                  |
| 14.    | Hotels  | *                     | *                      | No                              | No                          | No                                  |
| 15.    | Restaurants   | *                     | Yes                    | Yes                             | No                          | No                                  |
| 16.    | Public Houses   | *                     | *                      | Yes                             | No                          | No                                  |
| 17.    | Shops   | No                    | Yes                    | Yes                             | No                          | No                                  |
| 18.    | Shops (Convenience)                                       | *                     | Yes                    | Yes                             | No                          | No                                  |
| 19.    | Offices   | *                     | Yes                    | Yes                             | No                          | No                                  |
| 20.    | Repair Garages and Panel Beating                          | No                    | *                      | No                              | *                           | No                                  |
| 21.    | Petrol Stations   | No                    | *                      | *                               | *                           | No                                  |
| 22.    | Motor Sales Outlets                                       | No                    | *                      | No                              | No                          | No                                  |
| 23.    | Car Parks   | *                     | Yes                    | Yes                             | Yes                         | *                                   |
| 24.    | Heavy Commercial Vehicle Parks                            | No                    | No                     | No                              | *                           | No                                  |
| 25.    | Dance Halls, Discos, Night Clubs                          | No                    | *                      | *                               | No                          | No                                  |
| 26.    | Wholesale Shops Cash and Carry Outlets                    | No                    | Yes                    | No                              | No                          | No                                  |
| 27.    | Warehouses  | No                    | *                      | No                              | *                           | No                                  |
| 28.    | Industry (Light)  | No                    | Yes                    | No                              | Yes                         | No                                  |
| 29.    | Industry (General)  | No                    | *                      | No                              | *                           | No                                  |
| 30.    | Industry (Special)  | No                    | No                     | No                              | No                          | No                                  |
| 31.    | Small Workshop/Craft Industry                             | *                     | *                      | *                               | *                           | No                                  |
| 32.    | Advertisements, Advertisement Structures                  | No                    | Yes                    | Yes                             | Yes                         | No                                  |
| 33.    | Agricultural Machinery Outlets                            | No                    | No                     | No                              | No                          | No                                  |
| 34.    | Amusement Arcades   | No                    | *                      | No                              | No                          | No                                  |
| 35.    | Take-Away Food Facilities                                 | No                    | *                      | *                               | No                          | No                                  |

Note: "Yes" - Indicates Use Normally Permitted.

"No" - Indicates Use Not Normally Permitted.

\* - Indicates Use "Open for Consideration"

(See Paragraph 5.22).

outlined in succeeding paragraphs. The standards quoted are the maxima which may be generally permitted and are, in all cases, subject to the proper planning and development of the area affected.

HOUSING DENSITIES:

- 5.26 New sites in general within the Development Area are to be normally not more than 0.33 acres (0.13 hectares). This is to achieve the most economic use of land and services.
- 5.27 Housing densities in estate developments will be not less than five houses to the acre (12/hectare). In general, the net density will range from between 6 to 10 houses to the acre (15 to 25/hectare). Higher densities may be approved in the special circumstances of urban renewal, but must be part of an overall action plan for the particular neighbourhood.

RESIDENTIAL DEVELOPMENT AND DESIGN STANDARDS:

- 5.28 In dealing with proposals for residential development, the Planning Authority is primarily concerned with the provision and protection of residential amenities, with special regard to details of the design and finishes proposed for new structures including boundary walls, gate piers or screen walls and unnecessary variation in the height of these features are not acceptable within separate groups of houses or along separate road frontages. The development must be seen as a unified concept with its special characteristics displayed in the height of the houses, the roof profiles, the finishes and colour of walls and roofs, the network of roads and footpaths, building lines, tree planting, pedestrian paths and open space.
- 5.29 Small dwelling houses should be designed to allow for convenient extension for future needs. A variety of house sizes is desirable to provide for different family sizes. Consideration should be given in the basic design of the dwelling to enable easy alteration or extension to cater for future needs of the owner; this is particularly important in the case of two and three bedroom dwellings.
- 5.30 The social and aesthetic need for identity, especially in larger residential developments should be met by appropriate groupings of houses in order to avoid a dull repetitive pattern of development. Such groupings can be achieved by variation in layout (including building lines), and some variation of the house design related to each group. Preference should be given to gabled roofs. Roof finishes and colours should be uniform within groups of closely spaced houses. The exploitation of good views out of site (e.g. of a church spire, group of trees, open space, etc.), will also help to establish a sense of "place" or identity.

- 5.31 Communal open space in residential development (in excess of the open space attached to dwellings) shall be provided at the rate of 1 hectare per 150 dwellings or 10 % of the total area of the site, whichever is the greater, and in calculating the area of open space, the area of roads, footpaths and grass margins shall not be taken into account. Land reserved for open space shall be retained for that purpose and shall be available for use by residents prior to the completion of the development.
- 5.32 In relation to land reserved for open space which is to be for community use of the residents of any area, the Planning Authority will require to be satisfied that effective arrangements exist for the reservation and the maintenance of such open space.
- 5.33 Provided where in the opinion of the Planning Authority it would not be in the interests of the proper planning and development of the area to require the provision of open space at the rate of 1 hectare per 150 dwellings, the Planning Authority may, by conditions attached to a permission, require the developer to pay a stated sum of money towards the cost of providing open spaces elsewhere as provided for in Section 2 of the Local Government (Planning & Development) Act, 1963.
- 5.34 A landscaping scheme should be designed as an integral part of the development. Existing trees and hedges should be retained where possible and such trees should be carefully marked on the site for preservation before any development commences. These features should also be indicated on the application for permission. Footpaths shall be ditched at road junctions to allow easy crossing and access for the disabled, the old, and persons pushing prams. Where grass verges are provided between the concrete footpath and the road, these shall be bridged by a concrete pathway.
- 5.35 A pedestrian system separate from the road layout may be desirable especially if leading through to churches, schools, or shopping centres. Pedestrian linkage to adjoining development and its open spaces should be provided where appropriate. Cycle ways in residential areas could also prove very attractive, from the point of view of traffic safety and also as a recreational resource. There is the possibility that these could be linked to pedestrian ways and to an urban system of cycle paths if one was to be developed.
- 5.36 The road layout should be such as to discourage through traffic. Where one road serves as the main distributor or provides access to other schemes the layout of the road must be carefully considered from the point of view of possible traffic hazard due to inadequate width, sightline, on-street

parking, etc. Houses along this road should be designed and laid out so as to minimise the effect of traffic on the occupants and this may be achieved by increased building line depth, tree planting, variations of internal layout or preferably by combinations of all three.

- 5.37 The height of new buildings in residential zones or in areas with a suburban residential character generally may not exceed 15 metres. This maximum height may be accepted only on sites of an area sufficient to allow the building to be sited in a manner which will not interfere with the scale, amenities or visual quality of existing development. To this end it will be necessary to have adequate open space (in addition to parking space) and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- 5.38 Buildings and circulation areas should be designed jointly and not treated as separate elements. It may be necessary to introduce an irregular pattern of roads in some areas in order to discourage through traffic or reduce the visual prominence of the roads.
- 5.39 The possibility of services into new development should be considered when designing the road pattern.
- 5.40 Where possible, electricity and telephone services should be underground, but the location of all poles, including public light standards, should be carefully located to minimise unnecessary duplication and loss of amenity. In implementing this objective of preservation of amenity, it is the policy of the Planning Authority to encourage the provision of services underground. Provision should be made for the siting in unobtrusive positions of Transformer Stations, Pumping Stations and other necessary service buildings.
- 5.41 In the case of flat blocks, particular attention must be paid to the location of the communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in a bold fashion to provide for ease of maintenance.

Secluded sunny areas and shade should be provided by a careful choice of planting. Storage for garden maintenance equipment should be provided where appropriate.

- 5.42 Car parking areas should be broken up by planting and located where they will not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and road boundary. The form of construction of garages must be considered from the visual viewpoint not only at ground level but also from the upper floors of the flat blocks.

- 5.43 The location of refuse disposal facilities and fuel storage facilities must be convenient for the residents and must be located conveniently for servicing access and must not interfere with residential amenities.
- 5.44 New forms of estate development will be considered on their merits. Increased density of development is most satisfactorily achieved not by tightening the layout and semi-detached houses but by terraced development and to an appropriate degree in flat blocks.
- 5.45 In new areas of estate development in areas zoned for residential purposes provision for community facilities shall be required where the Planning Authority consider it necessary for the proper planning and development of the area.

#### PUBLIC BUILDINGS:

- 5.46 All new public buildings, i.e. buildings ordinarily used in whole or in part as a church or other place of public worship, as a hospital, public institution, college, school, museum, library, hall, theatre, cinema, bank, health centre, community centre, must comply with the standards of the Planning Authority which are the standards set out in the Draft Building Regulations, Part S. S.2, S.3, and S.4, Building Standards to cater for the special needs of the disabled.
- 5.47 In the case of community centres and buildings which are commonly used by disabled persons or old people for social activities, the Planning Authority will require developments to incorporate the Minimum Design Criteria published by the National Rehabilitation Board.
- 5.48 Where arrangements to aid disabled people are incorporated in any building, it is important that those who visit the building and those who work in it know that the facilities are there. Sign plates advertising the facilities available for disabled people will be required in these buildings.

#### INDUSTRY:

- 5.49 It is essential that each industrial unit be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and within the building line.

In the case of development for two or more industrial buildings a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the buildings and the road boundary may include car parking space provided an acceptable landscaping scheme is incorporated.

The Institute for Industrial Research and Standards have available a number of manuals on energy management, which outline what the various industries, food, dairying, engineering, textiles, chemicals and ceramics, clay and glass products can do to conserve energy. Intending developers will be referred to these standards in particular with regard to the minimisation of heat loss through walls and roofs, prevention of cold air leaking into buildings, avoiding unnecessary use of artificial light, utilisation of water, heat and waste materials, etc.

- 5.51 Generally an industrial development should present a pleasant aspect helped by tree planting, the judicious placing of advertisement structures, screening of open storage areas and unobtrusive loading and parking areas.
- 5.52 Where the carriageway width of the adjoining public road is less than 9 metres, the width of each vehicle access opening to factories and similar premises (other than petrol stations) will be subject to planning permission.

#### BUILDING LINES:

- 5.53 In considering the proper planning and development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not carried out in front of established building lines, or in a position which would be in conflict with a building line which may be determined, where the proper planning and development would show such to be desirable.
- 5.54 In deciding where a building line should be located the form of development to which it is related will be considered. In residential areas building lines will generally be determined in a position not less than 10 metres from the road boundary. In particular cases reduction in the building line may be permitted where such reduction is part of the overall design for the area, and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be considered on their merits. In most cases, however, a minimum building line of 6 metres should be provided for drive-in space for a car.
- 5.55 Where located along roads of traffic importance, increased building lines may be determined to provide for greater amenity and safety for road users and residents. On some existing roads particularly building lines may be required for future widening of the road. In such cases, building line will be between 20 to 30 metres to allow for future road requirements.



ADVERTISING SIGNS AND STRUCTURES:

5.56 Advertising in an area can detract from the amenities and can generate a traffic hazard.

Regard will be had to the following considerations in dealing with advertising signs and structures:-

- (a) Signs attached to buildings will be considered preferable to those on free-standing hoardings.
- (b) Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
- (c) Signs will not normally be permitted in residential areas.
- (d) Signs should not interfere with windows or other features of the facade or project above the skyline.
- (e) The size and scale of signs should not conflict with those of existing structures in the area.
- (f) The size and scale of signs should not detract from buildings and features of architectural, historic and scenic interest.
- (g) The proximity of the sign to the facility it is advertising.
- (h) Advertising panels larger than 10 ft. (3m.) by 6 ft. 8 ins (2m.) will not normally be permitted. The granting of permission for larger panels for limited periods would be considered for certain positions, e.g. where a sign would screen the view of an unattractive, derelict site or structure or other eyesore.
- (i) Within the town centre area, the use of traditional signs will be encouraged, and the use of plastic and neon lighting discouraged.

5.57 The Planning Authority will use its legal powers to deal with unauthorised signs or structures.

PETROL FILLING STATIONS AND SERVICE STATIONS:

5.58 Planning applications for petrol filling and service stations will be considered primarily with reference to their effect on traffic safety and amenity.

Petrol filling stations will not be permitted unless they comply with the following conditions:-

- (a) The centre island containing the pumps shall in no case be nearer than 22 ft. (7m.) from the edge of the road curtilage.
- (b) The frontage of the filling station shall be at least 100 ft. (31m.) long. Where the petrol pumps, hose pipes, and other services are at a distance of 30 ft. (9m.) from the street boundary of the site, the frontage may be reduced to 50 ft. (15m.).

(c) The width of the access shall be not less than 22 ft. (7 m.) and not more than 30 ft. (9 m.).

(d) The radii of the kerbs at the entrance and exit shall be not less than 35 ft. (11 m.).

5.59 Where the station fronts onto a major road, access shall not be sited closer to a road junction than 300 ft. (91 m.) within a 40 m.p.h. (65 km. p.h.) speed limit zone, and 190 ft. (58 m.) in a 30 m.p.h. (49 km. p.h.) zone. Where a station fronts onto an urban road, vehicular access shall not be sited nearer than 75 ft. (23 m.) to a road junction. The site shall be clearly demarcated from the public road with a low fence or wall at least 12 ins. (300 mm.) high and shall be constructed along all of the front boundary line except at driveway openings.

5.60 The surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Planning Authority and maintained in that condition. Provision shall be made for the storage and removal of refuse and waste material.

5.61 A grease intercepting trap shall be provided to the requirements of the Planning Authority.

5.62 Light signs and other appurtenances shall not be located where they cause glare-hazard or confusion to public road users. All illumination on outdoor areas shall be shielded so as not to shine upon any property used for residential purposes. No advertisement or other obstruction, temporary or permanent, shall be placed on the forecourt which would interfere with the sight-lines of drivers.

5.63 Service stations will be required to provide adequate space, screened from general view of the parking of vehicles being serviced. Planning permission for filling stations in future shall carry the stipulation that it will be necessary to provide public sanitary convenience for public use.

#### PARKING ACCOMMODATION:

5.64 In all developments, whether residential, commercial, industrial or otherwise, it will be the Planning Authority's policy to require the provision within the site of such development or close to same, of accommodation for car parking based on the extent to which the development in question is likely to give rise to a demand for additional parking space.

to a demand for additional parking space.

- 5.65 In exercising development control in relation to applications to carry out development, whether by the construction of new buildings, or change of use, the standards of car parking set out in Table 7 will be applied. Where there is a range of standards shown in this Table 7 the proper planning and development of the area will be taken into consideration in determining where, within the range of standards, the particular decision should be made. The same consideration will be applied to development for uses other than those set out in Table 7.
- 5.66 As it is evident that much street obstruction is caused by service vehicles attending shops and other commercial business premises, it is essential that parking and service space for new development is provided entirely within the curtilage of the premises.
- 5.67 The required car parking facilities shall be provided on the same site or convenient to the principal use served. Where ever possible such car parking shall be provided behind the established building lines and in any event in such a way as to ensure that the amenities of the area including the structures in relation to which parking is provided and adjoining structures are protected.
- 5.68 Where in a particular development, it would be impracticable or would not be in accordance with the proper planning and development of the area to provide a car park, the Planning Authority may, by conditions attached to permissions, modify the requirement for car parking facilities and require a contribution from the Developer to be used towards the cost to the Planning Authority of providing public parking places, which would facilitate the development under consideration. The Planning Authority, taking account of the size, nature and location of the proposed development may waive the requirement for a financial contribution in respect of the first two spaces of the overall parking requirement.
- 5.69 Where parking is allowed in sight of the general public adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. Where parking space is proposed in front of existing premises, it is essential that any existing boundary walls or railings be retained and/or replaced; with sufficient planted areas to maintain the visual character of the premises and any adjoining premises.
- 5.70 Where car parking is associated with late night uses such as public houses, dancing and similar forms of entertainment or amusement, such car parking must be sited so as to reduce the level of noise disturbance to adjoining dwellings to a level acceptable to the reasonable enjoyment of such dwellings.

TABLE 7

PARKING STANDARDS

| LAND USE  | PARKING STANDARDS  |
|---|--|
| Dwelling or Flat  | One to two spaces per dwelling or flat   |
| Schools   | Two spaces per classroom.  |
| Hospital  | One space per four patient beds, plus one space per doctor, plus one space per 500 sq. ft. of offices, (47 <sup>2</sup> m.).   |
| Clinics and Group Medical Practices   | Three spaces per consulting room.  |
| Churches, Theatres, Cinemas, Ballrooms, Halls, Stadia, Swimming Pools.                        | One space per 50 to 100 sq. ft.  |
| Hotels, Hostels, Guest Houses   | One space per double bedroom or per two single bedrooms. Bar/Lounge space, ballroom space, function rooms, restaurant/dining area, all to be separately assessed.  |
| Shops   | One space per 100 - 250 sq. ft. (9 - 23 m <sup>2</sup> ). The nature and location of the proposed development will determine the exact ratio to be used.   |
| Restaurants and Cafes, (including Hotel Restaurants and Function Rooms.                       | One space per 100 sq. ft. (9 m <sup>2</sup> ).   |
| Public Houses (including Hotel Bars)  | One space per 25 - 100 sq. ft. (2.3 m <sup>2</sup> - 9 m <sup>2</sup> ). The nature and location of the proposed development will determine the exact ratio to be used.  |
| Industry and Warehousing.   | One space per two to four employees. The nature and location of the proposed development will determine the exact ratio to be used.  |
| Offices and Banks   | One space per 100 to 200 sq. ft.   |
| Cultural Buildings, Art Centres.  | One space per 350 sq. ft. (33 m <sup>2</sup> ).  |
| Sports Grounds, Sports Clubs.   | One space per 500 sq. ft. (97 m <sup>2</sup> ) of floor space, six spaces for each playing pitch, plus two spaces for each Tennis Court or Squash Court.<br><br>Bars and lounges, function rooms or dancing area, restaurant or dining area will be separately assessed. |
| The nature and location of the proposed development will determine the exact ratio to be used |  |

5.71 The basic dimensions required for the layout of car parking areas are as follows:-

(i) Minimum size of parking bay 5.0 m. x 2.5 m.

Note: Minimum width of 2.3 m. may be permitted for a long-term bay.

(ii) A minimum width of aisle for 90° parking - 6.1 m.

(iii) A minimum width of aisle for 60° parking - 4.9 m.

(iv) A minimum width of aisle for 45° parking - 3.6 m.

(v) A minimum width of aisle for less than 45° parking and for parallel parking - 3.6 m.

5.72 Parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle. Car parks including driveways shall be graded, surfaced with tarmacadam or other suitable material and drained and properly maintained.

5.73 Car parks shall be kept clean and free from rubbish and debris and car park bays shall be marked and such markings shall be maintained so as to be plainly visible.

#### LOADING AND UNLOADING:

5.74 In all development of an industrial or commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:-

(a) Each required space shall be not less than 12 ft. (4 m.) wide, 20 ft. (6 m.) long, 14 ft. (4 m.) high, exclusive of drives and manoeuvring space and located entirely on the site being served.

(b) Loading spaces may be enclosed within a structure and must be so enclosed if located within 50 ft. (15 m.) of the curtilage of a residence where the use involves regular night operation.

(c) There shall be appropriate means of access to a street or road as well as adequate manoeuvring space.

(d) The maximum of driveway opening at the street boundary shall be 20 ft. (6 m.) and the minimum width shall be 12 ft. (4 m.).

- 5.75 Required loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to ensure the availability of required facilities to the delivery and pick-up vehicles that they are designed to serve.
- 5.76 However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interests of the proper planning and development of the area to do so.

SECURITY BONDS:

- 5.77 Conditional to the granting of planning permission, development work shall not be commenced on the site until security has been given for the satisfactory completion and maintenance of the following services:- roads, paths, verges, open spaces, car parks, sewers, drains and water mains, until such time as they are taken in charge by the Council. The amount of the security bond will be related to the estimated cost of the development works and services.

DEVELOPMENT CHARGES - RESIDENTIAL DEVELOPMENT:

- 5.78 Where a residential development would be facilitated by the provision of roads, open space, and in some cases, public lighting, or by the extension of sanitary services, or where the Planning Authority has paid in whole or in part for such an extension, the Planning Authority will require the contribution of a sum of money.

In the case of non-residential development, the question of a contribution will be considered on an individual basis.

The Planning Authority reserves the right to review from time to time the charges to be levied under this clause without necessitating a review of the entire Development Plan.

PART FOUR

SPECIFIC OBJECTIVES

## CHAPTER 6

### SPECIFIC OBJECTIVES:

- 6.1 This part of the Plan involves a detailed listing of specific development projects to be initiated during the next five year period and other special provisions relating to the implementation of medium and long term projects in order to ensure that their eventual implementation is not prejudiced by development in the short term. Under Section 22 of the 1963 Act, the Planning Authority has a duty to take the necessary steps for securing these objectives. There must be, accordingly, a realistic prospect of achieving these objectives within the manpower and financial resources available to the Planning Authority. It is therefore essential that there is a rigorous assessment of their feasibility particularly in the current economic climate. Such a rigorous assessment is difficult to achieve. It is therefore intended to limit the number of objectives to those which would seem to be most achievable given local authority finances and those which can be achieved in co-operation with the community on a self-help basis. The aim is as always to make New Ross a more attractive place to live, work and play and an input from the community can only have beneficial effects in the achievement of this overall aim.
- 6.2 The development objectives of the Planning Authority are shown on the Objectives Map and are set out in this part of the Development Plan. The objectives in the 1979 New Ross Development Plan have been reviewed and appropriate alterations made where considered necessary. Changes occur where objectives have been modified, where specific objectives have been achieved and where new objectives have been added. Where specific objectives to carry out particular works were listed in the 1979 Plan and do not re-appear it can be assumed that these objectives have been realised or that their inclusion is no longer deemed necessary.
- 6.3 The location of the specific objectives are shown on the Objectives Maps of the Development Plan. The maps illustrate planning policy and indicate the general location of the objectives. As site details are not shown, the maps should not be used to take measurements. In particular it should be noted that the road proposals are shown by appropriate route lines which indicate the lengths of road for which improvements are envisaged. The width of the routes or the amount of ground which may be required for improvements, kerb realignment, junction or interchanges is not indicated.
- 6.4 The precise effect of public proposals on property and the extent of land acquisitions required to enable these proposals to be implemented will only emerge as detailed designs are prepared as part of the implementation process. Should any conflict arise between the written statement and the plan, the written statement will prevail. Prior to the preparation of detailed plans, developers are advised to consult with the Planning Authority.



6.5 The execution of these objectives is contingent upon the availability of public monies.

Note: On the following Schedule of Specific Objectives -  
T.D.M. - refers to Town Detail Map.

Map 2 - refers to Specific Objectives Map No. 2 at scale 1:5000.

SCHEDULE OF SPECIFIC OBJECTIVES

| Objective Number | Map Reference | Description of Objective  |
|------------------|---------------|---|
|                  |               | <u>UTILITY SERVICES</u>   |
|                  |               | In order that the Town develop, additional utility services are required. These services will be expanded to meet the needs of the expanding Town and will include the following works:-  |
| S.1              |               | To proceed with improvements to water distribution system in Rosbercon. (provision of water supply agreed with Kilkenny County Council).  |
| S.2              |               | To lay the new interceptor sewer from Irishtown to the outfall to serve the eastern area of the town and to relieve pressure on the existing town centre.   |
| S.3              |               | To prepare preliminary report on Main Drainage Scheme, including proposals for sewage treatment, for the Rosbercon area.  |
| S.4              |               | To proceed with the initial phase of Main Drainage Scheme for Rosbercon to provide for new development in this area.  |
| S.5              | Map 2         | Installation of the second phase of water treatment facilities at Castlemoyle to achieve full capacity of the overall scheme, including duplication of mechanical plant and installation of increased capacity pumps at Pollmounty. |
| S.6              | Map 2         | Acquisition of site and provision of new sewage treatment works at Marshmeadows.  |
| S.7              |               | To lay new gravity water main from Dranagh to Pollmounty to augment the existing water supply.  |
| S.8              |               | Monitor performance of existing box shores in the town and replace as the need arises.  |
| S.9              |               | To augment the water supply to the town by additional piping from Pollmounty River (later stage).   |

| Objective Number | Map Reference | Description of Objective  |
|------------------|---------------|---|
| S.10             |               | To provide water storage reservoirs at Knockmullen, (later stage).  |
| T. 1             |               | <p><u>ROADS AND TRAFFIC</u></p> <p>To reconstruct, re-align and improve, where appropriate, roads and streets, and to improve footpaths within the town, particularly where the relaying of sewer and water pipes has been completed.</p> |
| T. 2             |               | <del>DELETED</del>  |
| T. 3             | T.D.M.        | To investigate the improvement of the junction radii between South Quay and the Bridge to ease traffic turning movements.   |
| T. 4             | T.D.M.        | To investigate the improvement of carriageway width and traffic flows on the Bridge by cantilevering footpaths onto the outer side of the Bridge.   |
| T. 5             | T.D.M.        | To investigate the widening of Sugar House Lane to improve traffic circulation and east-west traffic plans between the Quays, South Street and Robert Street/Michael Street.  |
| T. 6             | T.D.M.        | <p>To improve junctions and channelise traffic flows, where appropriate, including -</p> <p>(a) South Street/Robert Street;</p> <p>(b) Mary Street/Nunnery Lane/Cockpit Lane.</p>   |
| T. 7             | Map 2         | To continue and complete the construction of the Relief Road as appropriate, particularly between Irishtown and Castlemoyle.  |
| T. 8             | Map 2         | To investigate and reserve lands and access points for road link between Southknock and Bosheen Roads in order to open up lands for development at Chambersland and Butlersland.  |

| Objective Number | Map Reference                | Description of Objective  |
|------------------|------------------------------|---|
| T. 9             | Map 2<br><br>T.D.M.<br><br>- | To investigate the feasibility of provision of additional river crossing, and reservation of relief route to improve town centre traffic circulation at -<br>(a) Marshmeadows to Raheen, Co. Kilkenny, by means of high level or opening bridge.<br>(b) Site of old bridge, Bridge Street to Boat Club, including link to Waterford Road.<br>(c) Barrow Viaduct Railway Bridge, including western relief route along railway line to Rosbercon, (this would require agreement with Co. Kilkenny). |
| T.10             | Map 2                        | To reserve suitable road access points off existing and proposed road network, to encourage development of backland areas.  |
| T.11             | T.D.M.                       | To develop, improve and encourage the utilization of the Barrack Lane car park, pending further redevelopment.  |
| T.12             | T.D.M.                       | To investigate the acquisition of site in Mary Street for access and development as environmental scheme to Barrack Lane redevelopment area.  |
| T.13             | T.D.M.                       | To continue the investigation, acquisition and development of car parking areas, including yards at<br>(a) John Street;<br>(b) RobertStreet/Michael Street.   |
| T.14             | -                            | To investigare the feasibility of providing a multi-storey car park within the town centre in the long term.  |
| R. 1             |                              | <u>OBSOLETE AREAS:</u><br>There are areas where redevelopment or rehabilitation is needed. The Planning Authority will encourage property owners to renew or redevelop their premises.  |
| R. 2             | T.D.M.<br>T.D.M.<br>T.D.M.   | Further investigation and encouragement of small redevelopment programmes, including infill development, will continue as appropriate, particularly at:-<br>(a) Bewley Street/Windmill Lanes;<br>(b) Bullawn/maiden Lane Area;<br>(c) Fair Green;   |

| Objective Number | Map Reference    | Description of Objective  |
|------------------|------------------|---|
|                  | T.D.M.<br>T.D.M. | (d) Mountgarrett Lane;<br>(e) Irishtown.  |
| H. 1             | Map 2            | <u>HOUSING:</u><br>The construction of houses and provision of serviced sites at Butlersland (approx. 18 acres).  |
| H. 2             | Map 2            | Encourage the residential development of land in Local Authority ownership at Castlemoyle (approx. 2.5 acres).  |
| H. 3             | Map 2            | The reservation of land for residential development at Castlemoyle (approx 13.5 acres).   |
| H. 4             | Map 2            | The reservation of land for residential development and serviced sites at Verosland/Irishtown (approx 13.5 acres).  |
| H. 5             | Map 2            | To investigate the feasibility of residential development of land at Rosbercon, in co-operation with Kilkenny County Council, (approx. 15 acres).   |
| H. 6             | Map 2            | To investigate the feasibility of residential development of land at Millbanks, Rosbercon, in co-operation with Kilkenny County Council (approx. 5 acres).  |
| H. 7             | T.D.M.           | The construction of houses between Maiden Lane and Goat Hill (approx 1 acre).   |
| H. 8             | Map 2            | The construction of houses at William Street (7 sites).   |
| H. 9             | T.D.M.           | The construction of old peoples' dwellings at Little Michael Street (approx $\frac{1}{3}$ acre).  |
| H.10             | -                | To investigate and acquire suitable infill sites for residential development in the town centre area.   |
| H.11             |                  | To allocate Local Authority owned land as serviced site for private residential development, as appropriate.  |
|                  |                  | <u>INDUSTRY AND THE PORT</u>  |
|                  |                  | It is an objective of the Planning Authority to facilitate the development of all employment sources. In particular it is the objective of the Planning Authority to develop sites for light, and in some cases, general industry and |
| I. 1             | Map 2            | Land at Butlersland (approx. 30 acres, inclusive of the I.D.A. advance factory).  |

| Objective Number            | Map Reference | Description of Objective  |
|-----------------------------|---------------|---|
| I. 2                        | Map 2         | Land at Redhouse/Trianglepark (not within drainage area), and Hewitsland/Portersland; suitable for small industry, warehousing, heavy vehicle parts or other similar uses), (36 acres).   |
| I. 3                        | Map 2         | Land at Marshmeadows. Continue development of portal/-distribution depot facilities initiated by New Ross Harbour Commissioners; (approx. 68 acres partially developed).  |
| I. 4                        | Map 2         | To encourage development of proposed Enterprise Centre at Marshmeadows.   |
| I. 5                        |               | To actively foster and encourage the appropriate development of existing industrial sites and buildings within the town.  |
| I. 6                        |               | To investigate the provision of workshop or factory units for small numbers of people, in conjunction with the I.D.A.   |
| I. 7                        | T.D.M.        | To encourage and facilitate the development and expansion of the port, in conjunction with the New Ross Harbour Commissioners.  |
| <u>COMMUNITY FACILITIES</u> |               |   |
| C. 1                        | Map 2         | To reserve land for the establishment of a small neighbourhood centre at Chambersland. The centre to include locally needed facilities, e.g. church, community centre, convenience shopping and post office, (approx. 6 acres). |
| C. 2                        | Map 2         | To reserve land for a primary school at Chambersland (approx. 4 acres).   |
| C. 3                        | T.D.M.        | To continue the development and improvement of the Barrack Lane redevelopment area.   |
| C. 4                        | Map 2         | To reserve land adjoining St. Stephen's Cemetery, for its extension (approx. 2 acres).  |
| C. 5                        |               | To reserve land at Michael Street for the extension of the primary school.  |
| C. 6                        | T.D.M.        | To acquire the old V.E.C. School, Michael Street, for development for community use.  |

| Objective Number | Map Reference | Description of Objectives  |
|------------------|---------------|--|
| C.7              | T.D.M.        | To renovate and decorate the Courthouse.   |
| C.8              |               | To investigate and acquire a suitable town centre site for the provision of public toilets.  |
|                  |               | <u>RECREATIONAL AMENITIES AND OPEN SPACE</u>   |
| A.1              | Map 2         | To develop the 3 acre field adjoining the public park as a 300m. all-weather athletic running track with ancillary sporting facilities.  |
| A.2              |               | To investigate the development of Badminton/Basketball facilities on the depot site at Marshmeadows.   |
| A.3              | Map 2         | To develop land in U.D.C. ownership at Craywell as a public park.  |
| A.4              | Map 2         | To open up and preserve river and mountain views from N79 and develop riverside walk, replant trees and shrubs where necessary.  |
| A.5              | T.D.M.        | To carry out works to screen private back gardens, plant shrubs and trees and landscape the Barrack Lane area.   |
| A.6              |               | To improve and maintain all public open space areas, existing and proposed, to carry out tree and shrub planting and provide amenities, particularly in residential areas, with co-operation of local community bodies.                    |
| A.7              |               | To provide tree and shrub planting as a standard specification in future Local Authority Housing Scheme  |
| A.8              |               | To investigate the feasibility and encourage the elimination of overhead electricity and telephone cables, particularly those detracting from town views.  |
| A.9              | Map 2.        | To reserve land at Rosbercon/Annefield for public open space and amenity area including riverside walk.  |
| A.10             |               | Although no specific areas have been identified for plots for small children, it is an objective of the Planning Authority that these be provided in residential areas. They are best incorporated into the layout of residential estates. |

| Objective Number  | Map Reference         | Description of Objective   |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
|---|-----------------------|--|---------------------------|-----------------|------------------------------------|----------------------|--------------------|--------------------|--|------------|--|----------------------|--|-----------|----------------------------------|-----------|------------------------------|-----------|-------------------------------|--------------|------------------------|-----------------------|---|-----------|--|-----------|-----------------------------|-----------|---|-----------------------|
| A.11  |                       | Tree Preservation Orders will be made during the plan period following further survey and/or as the need arises.   |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| A.12  |                       | Tree planting will be carried out during the plan period following further survey and/or as the need arises.   |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
|   |                       | <u>PRESERVATION AND CONSERVATION:</u>  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P. 1  |                       | Protect monuments, places of historic interest, and buildings and structures of artistic, historic or architectural merit.   |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P. 2  |                       | To seek the preservation of traditional shop fronts which add to the character and heritage of the town. A schedule will be drafted during the period of the plan.   |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P. 3  |                       | To protect the visual character of the Town Centre by prohibiting a multiplicity of advertisement signs on shop fronts and in particular keeping signs below the level of first floor window cills.<br><br>The objective to protect monuments, places and buildings of artistic, historic, or architectural interest includes:-  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
|   |                       | <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: center;"><u>Building/Structure</u></th> <th style="text-align: center;"><u>Location</u></th> </tr> </thead> <tbody> <tr> <td>P.4 T.D.M. St. Mary's Church Ruins</td> <td>Church Lane/Mary St.</td> </tr> <tr> <td>P.5 T.D.M. Tholsel</td> <td>Quay St./South St.</td> </tr> <tr> <td>P.6 T.D.M. S.S. Mary &amp; Michael Catholic Church</td> <td>Cross Lane</td> </tr> <tr> <td>P.7 T.D.M. St. Mary's Church of Ireland Church</td> <td>Church Lane/Mary St.</td> </tr> <tr> <td>P.8 Map 2 Good Shepherd Convent Chapel</td> <td>Irishtown</td> </tr> <tr> <td>P.9 T.D.M. St. Michael's Theatre</td> <td>South St.</td> </tr> <tr> <td>P.10 T.D.M. Trinity Hospital</td> <td>South St.</td> </tr> <tr> <td>P.11 T.D.M. Haughton Hospital</td> <td>Cockpit Lane</td> </tr> <tr> <td>P.12 T.D.M. Courthouse</td> <td>Priory St./Cross Lane</td> </tr> <tr> <td>P.13 T.D.M. St. Catherine's Church of Ireland National School</td> <td>South St.</td> </tr> <tr> <td>P.14 Map 2 St. Stephen's Church Ruins and Well</td> <td>Irishtown</td> </tr> <tr> <td>P.15 T.D.M. Irishtown Cross</td> <td>Irishtown</td> </tr> <tr> <td>P.16 T.D.M. Trollopian Hexagonal Post Box</td> <td>Royal Hotel/North St.</td> </tr> </tbody> </table> | <u>Building/Structure</u> | <u>Location</u> | P.4 T.D.M. St. Mary's Church Ruins | Church Lane/Mary St. | P.5 T.D.M. Tholsel | Quay St./South St. | P.6 T.D.M. S.S. Mary & Michael Catholic Church | Cross Lane | P.7 T.D.M. St. Mary's Church of Ireland Church | Church Lane/Mary St. | P.8 Map 2 Good Shepherd Convent Chapel | Irishtown | P.9 T.D.M. St. Michael's Theatre | South St. | P.10 T.D.M. Trinity Hospital | South St. | P.11 T.D.M. Haughton Hospital | Cockpit Lane | P.12 T.D.M. Courthouse | Priory St./Cross Lane | P.13 T.D.M. St. Catherine's Church of Ireland National School | South St. | P.14 Map 2 St. Stephen's Church Ruins and Well | Irishtown | P.15 T.D.M. Irishtown Cross | Irishtown | P.16 T.D.M. Trollopian Hexagonal Post Box | Royal Hotel/North St. |
| <u>Building/Structure</u>                                     | <u>Location</u>       |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.4 T.D.M. St. Mary's Church Ruins                            | Church Lane/Mary St.  |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.5 T.D.M. Tholsel  | Quay St./South St.    |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.6 T.D.M. S.S. Mary & Michael Catholic Church                | Cross Lane            |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.7 T.D.M. St. Mary's Church of Ireland Church                | Church Lane/Mary St.  |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.8 Map 2 Good Shepherd Convent Chapel                        | Irishtown             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.9 T.D.M. St. Michael's Theatre                              | South St.             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.10 T.D.M. Trinity Hospital                                  | South St.             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.11 T.D.M. Haughton Hospital                                 | Cockpit Lane          |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.12 T.D.M. Courthouse  | Priory St./Cross Lane |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.13 T.D.M. St. Catherine's Church of Ireland National School | South St.             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.14 Map 2 St. Stephen's Church Ruins and Well                | Irishtown             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.15 T.D.M. Irishtown Cross                                   | Irishtown             |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |
| P.16 T.D.M. Trollopian Hexagonal Post Box                     | Royal Hotel/North St. |  |                           |                 |                                    |                      |                    |                    |  |            |  |                      |  |           |                                  |           |                              |           |                               |              |                        |                       |   |           |  |           |                             |           |   |                       |

| Objective Number | Map Reference | Description of Objective  |                 |
|------------------|---------------|---|-----------------|
|                  |               | <u>Building/Structure</u>   | <u>Location</u> |
| P.17             | T.D.M.        | Milestone at Mountgarrett/Irishtown (Brewer's Pub)                                    |                 |
| P.18             | -             | Cast Iron Water Fountains   |                 |
| P.19             | T.D.M.        | Daubney Fountain at Quay St.  |                 |
| P.20             | -             | Historical Documents and Books of the U.D.C., and to put same on display in a museum. |                 |
| P.21             | T.D.M.        | Old Town Wall, Mural Tower, Maiden Gate, Three Bullet Gate.                           |                 |
| P.22             | T.D.M.        | Old Alleyways from Main Streets to Quay.  |                 |
| P.23             | T.D.M.        | Meat Market/Shambles, including water conduits and outlets.                           | Mary St.        |
| P.24             | T.D.M.        | "Hotel Delare"  | South St.       |
| P.25             | -             | Shopfronts and Doorcases, e.g. "J.M. Gorry, Chemist"                                  | Charles St.     |
|                  |               | "Viking Lounge"   | South St.       |
|                  |               | Nos. 49 & 50 "M. Deegan" & "Quin"   | South St.       |
|                  |               | No. 56 P. J. Goggin   | South St.       |
|                  |               | Nos. 59 & 60 "J. Bailey" & "Dolan's"  | South St.       |
|                  |               | "Cleary"  | John St.        |
|                  |               | "Walsh" Shopfront   | South St.       |



ZONING OBJECTIVE "A"

TO PROTECT AND/OR IMPROVE RESIDENTIAL AMENITIES

PERMITTED

Residential, Private Garages, Open Space, Public Service Installations, Education, Places of Public Worship, Residential Institutions.

OPEN TO  
CONSIDERATION

Medical and Related Consultants, Health Centres (Clinics), Nursing Homes, Hospitals, Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Guest Houses, Hotels, Restaurants, Public Houses, Shops (Convenience), Offices, Car Parks, Small Workshop/Craft Industry.

NOT PERMITTED

Shops, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Dance Halls, Discos, Night Clubs, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (light, general, and special), Advertisements, Advertisement Structures, Agricultural Machinery Outlets, Amusement Arcades, Take-Away Food Facilities.

ZONING OBJECTIVE "B"

TO PROVIDE FOR AND IMPROVE TOWN CENTRE FACILITIES

PERMITTED

Residential, Private Garages, Open Space, Public Service Installations, Education, Places of Public Worship, Residential Institutions, Medical and Related Consultants, Health Centres, (Clinics), Nursing Homes, Hospitals, Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Guest Houses, Restaurants, Shops, Shops (Convenience), Offices, Car Parks, Wholesale Shops, Cash and Carry Outlets, Industry (Light), Advertisements, Advertisement Structures.

OPEN TO  
CONSIDERATION

Hotels, Public Houses, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Dance Halls, Discos, Night Clubs, Warehouses, Industry (General), Small Workshops/Craft Industry, Amusement Arcades, Take-Away Food Facilities.

NOT PERMITTED

Heavy Commercial Vehicle Parks, Industry (Special), Agricultural Machinery Outlets.

ZONING OBJECTIVE "C"

TO PROVIDE FOR AND IMPROVE NEIGHBOURHOOD CENTRE FACILITIES:

PERMITTED

Open Space, Public Service Installations, Education, Places of Public Worship, Medical and Related Consultants, Health Centres, (Clinics), Community Halls, Sports Clubs, Recreational Buildings, Cultural Uses, Clubs (Private), Restaurants, Public Houses, Shops, Shops (Convenience), Offices, Car Parks, Advertisements, Advertisement Structures.

OPEN TO  
CONSIDERATION

Residential, Private Garages, Nursing Homes, Petrol Stations, Dance Halls, Discos, Night Clubs, Small Workshop/Craft Industry, Take-Away Food Facilities.

NOT PERMITTED

Residential Institutions, Hospitals, Guest Houses, Hotels, Repair Garages and Panel Beating, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (Light, General and Special), Agricultural Machinery Outlets, Amusement Arcades.

ZONING OBJECTIVE "D"

TO PROVIDE FOR INDUSTRIAL AND RELATED USES:

PERMITTED

Public Service Installations, Car Parks, Industry (Light),  
Advertisements, Advertisement Structures.

OPEN TO  
CONSIDERATION

Open Space, Education, Sports Clubs, Recreational Buildings,  
Cultural Uses, Clubs (Private), Repair Garages and Panel  
Beating, Petrol Stations, Heavy Commercial Parks, Warehouses,  
Industry (General), Small Workshop/Craft Industry.

NOT PERMITTED

Residential, Private Garages, Places of Public Worship,  
Residential Institutions, Medical and Related Consultants,  
Health Centres (Clinics), Nursing Homes, Hospitals,  
Community Halls, Guest Houses, Hotels, Restaurants, Public  
Houses, Shops, Shops (Convenience), Offices, Motor Sales  
Outlets, Dance Halls, Discos, Night Clubs, Wholesale Shops,  
Cash and Carry Outlets, Industry (Special), Agricultural  
Machinery Outlets, Amusement Arcades, Take-Away Food Facilities.

ZONING OBJECTIVE "E"

TO PRESERVE AND/OR EXTEND RECREATIONAL AMENITIES, INCLUDING OPEN SPACE

Open Space.

PERMITTED

Public Service Installations, Community Halls, Sports Clubs, Recreational Buildings, Car Parks.

OPEN TO  
CONSIDERATION

NOT PERMITTED

Residential, Private Garages, Education, Places of Public Worship, Residential Institutions, Medical and Related Consultants, Health Centres, (Clinics), Nursing Homes, Hospitals, Cultural Uses, Clubs (Private), Guest Houses, Hotels, Restaurants, Public Houses, Shops, Shops (Convenience), Offices, Repair Garages and Panel Beating, Petrol Stations, Motor Sales Outlets, Heavy Commercial Vehicle Parks, Dance Halls, Discos, Night Clubs, Wholesale Shops, Cash and Carry Outlets, Warehouses, Industry (Light, General and Special), Small Workshop/Craft Industry, Advertisements, Advertisement Structures, Agricultural Machinery Outlets, Amusement Arcades, Take-Away Food Facilities.